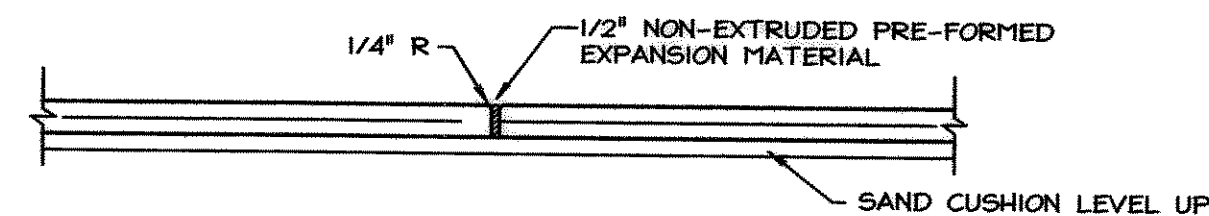
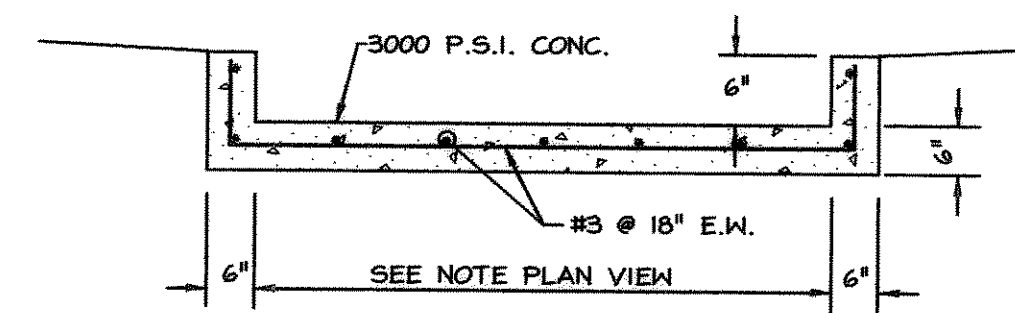


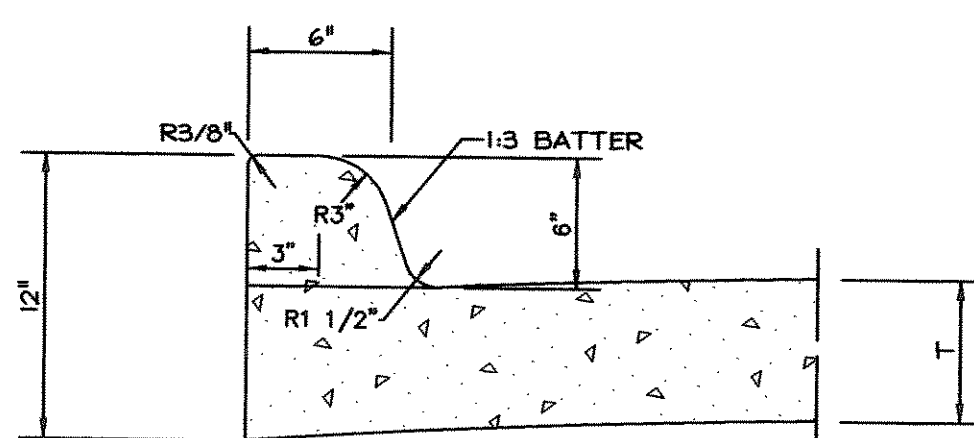
DRIVEWAY/STREET TRANSITION DETAIL
NO SCALE



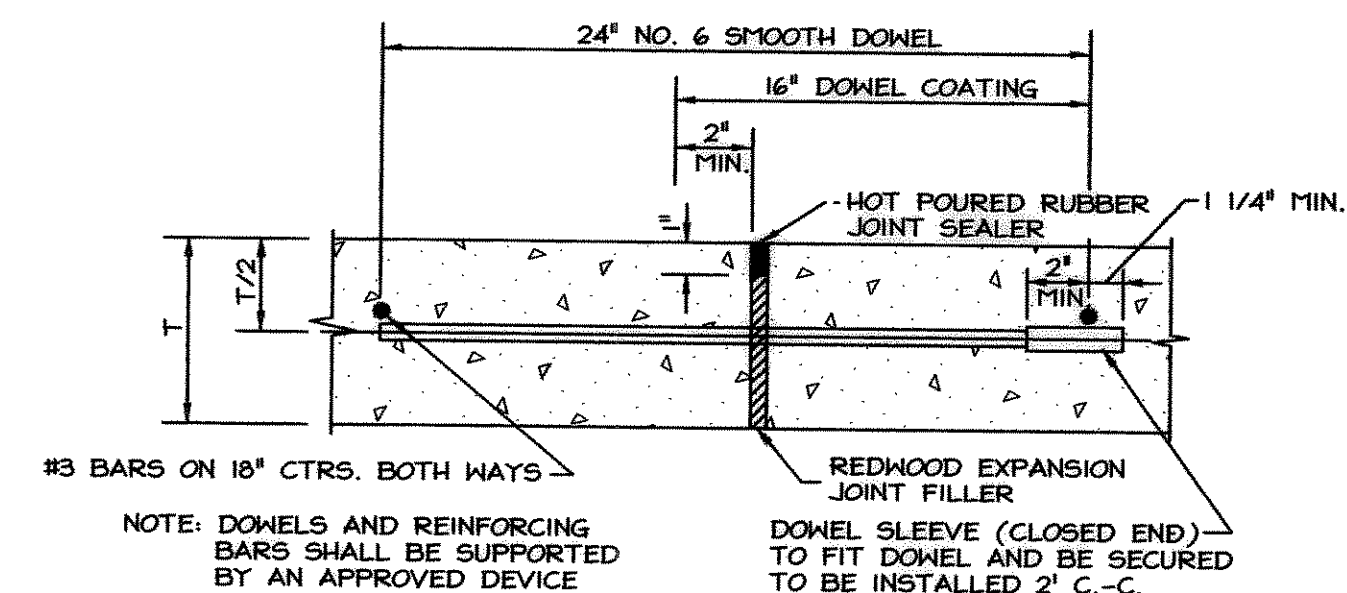
EXPANSION JOINT DETAIL
NO SCALE



FLUME DETAIL
N.T.S.

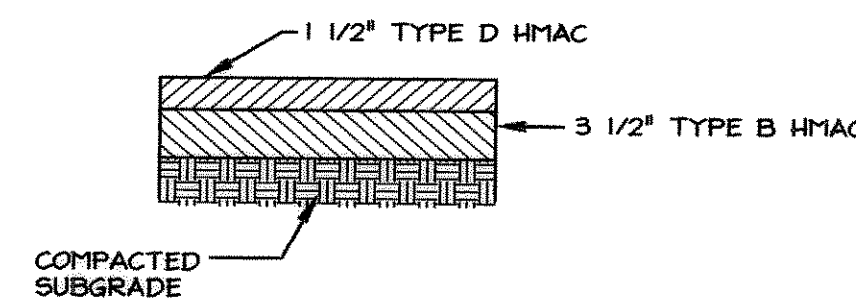


INTEGRAL CURB DETAIL
NO SCALE

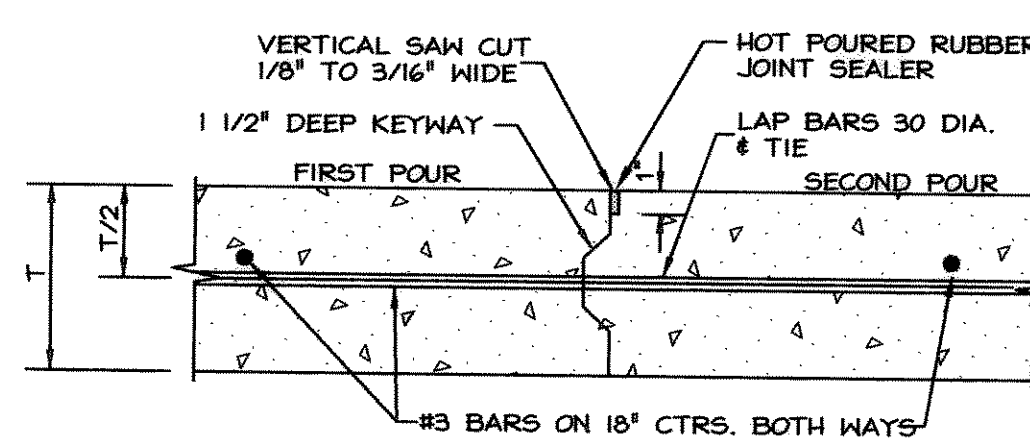


TRANSVERSE EXPANSION JOINT DETAIL
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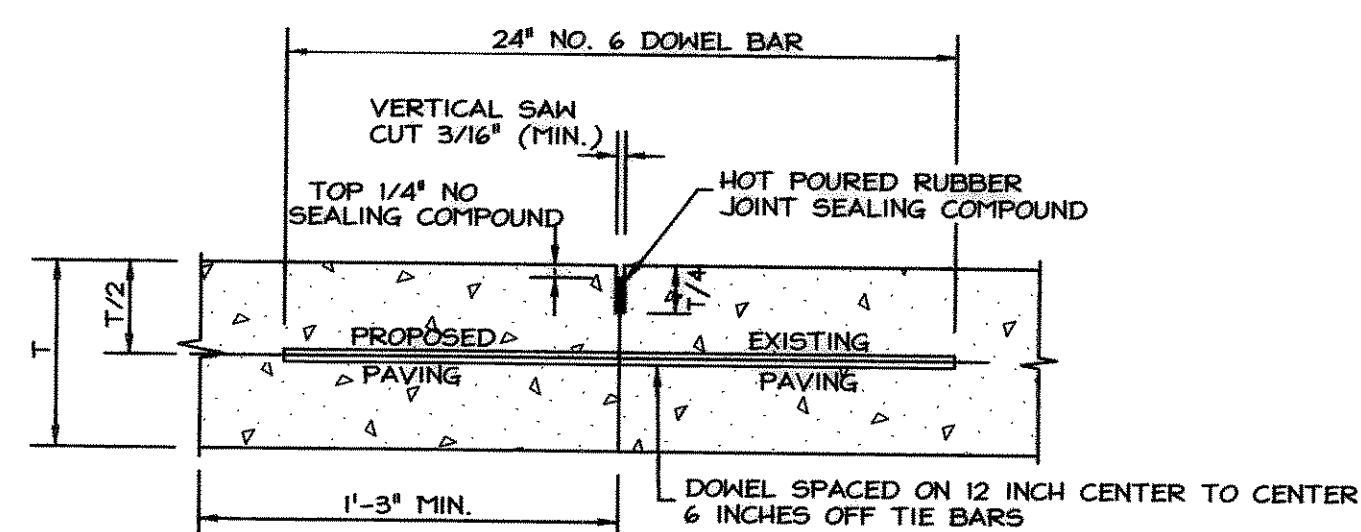
NOTE: SPACE 60' O.C., LOCATE AT INTERSECTIONS



ASPHALT DETAIL
NO SCALE

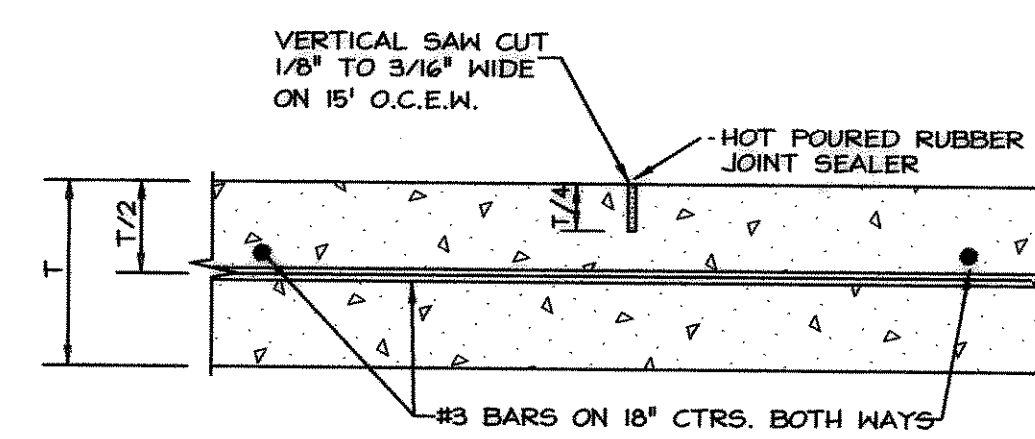


CONSTRUCTION JOINT DETAIL
NO SCALE



LONGITUDINAL BUTT JOINT
NO SCALE

NOTE: DOWEL BARS SHALL BE DRILLED INTO PAVEMENT HORIZONTALLY BY USE OF A MECHANICAL RIG.



SAWED DUMMY JOINT DETAIL
NO SCALE

GENERAL NOTES

- When construction abuts existing structures, improvements or occurs on adjacent property including connection with utility mains and city streets, the Contractor will be responsible for all coordination, protection and repair of the existing elements. Any damaged areas caused by construction will be removed and replaced to meet their original quality. Obtain all permits, permissions required, follow city specifications and details, provide protection and warning for vehicular and pedestrian traffic when working in the street R.O.W. The Contractor shall provide precautions, barricades, etc. to protect personnel, adjacent properties and work in progress.
- All building and site debris, rubbish, and other materials resulting from construction shall be legally transported and legally disposed of off site. The project shall be kept in a clean and safe state at all times.
- If hazardous materials are encountered during construction, comply with all applicable regulations, laws, and ordinances concerning removal, handling, and protection against exposure or environmental pollution.
- Burning of debris and material is not permitted on site.
- It is the responsibility of each bidder to visit the site and become aware of existing conditions. This includes determining available water pressure required for calculations of the fire sprinkler system. No extra charges will be allowed for conditions which can be determined by examining the existing site and related conditions.
- Positive drainage shall be provided away from all foundations and structures.
- Drainage shall be directed to paving invert (away from curbs) except as shown.
- Any excess excavation shall be distributed as directed by the Owner.
- The location of all utilities indicated on the plans are taken from existing public records. The exact location and depth of all utilities indicated shall be determined by the Contractor. It shall be the duty of the Contractor to ascertain whether any additional facilities other than those shown on the plans may be present. The Engineer is to be notified of any discrepancies.
- The Contractor shall be responsible for the protection of all utilities during construction.

GRADING GENERAL NOTES

- All earthwork shall be in accordance with the following notes and the Geotechnical Investigation Report. Should any conflicts with the following notes and the geotechnical report occur, the Geotechnical Report shall supercede the notes.
- Prior to the beginning of any construction for the paving area and driveways, including any fill work, scrape the site to remove the top six inches of soils, vegetation, loose fills or debris. Then all exposed surfaces should be scarified, watered as required, and recompacted to 95 percent of the maximum dry density as defined by ASTM D 698 (Standard Proctor Test) at a moisture content between +1 to +5 percentage points above optimum.
- After stripping, the pavement subgrade areas should be proof rolled with a loaded dump truck or similar heavy pneumatic-tired equipment. The proof rolling serves to compact surficial soils and to detect any soft or wet soil areas. Any soils deflecting over 1/2 inch under the moving loads should be undercut until stiff soils are encountered and the excavation backfilled with compacted engineered fill. The fill should be compacted to a 95 percent of standard proctor (ASTM D698) maximum dry density at a moisture content between +1 and +5 percent of the optimum moisture value of the material. This will provide a uniform surface for the new fill to bond to and equalize subgrade moisture.
- All fill materials including that under the paving areas are to be placed in eight inch thick loose lifts at a moisture content of 0 percent to +3 percent of the optimum moisture value. Compact each lift to 95 percent of the maximum dry density as defined in ASTM D 698 (Standard Proctor Test).
- An independent engineering testing lab will be hired by the Owner to: Perform compaction test on the compacted subgrade in the paving areas, any retesting that is required on a material or area due to the failure of the material or area in previous test will be the cost burden of the Contractor. Any material or area that fails to meet the specification will be reworked and retested until it is acceptable. Scheduling and coordinating with the testing lab is the responsibility of the Contractor. Review the schedule with the Owner.
- All prepared subgrade areas shall be kept moist and clean until final pavings and slabs are poured.

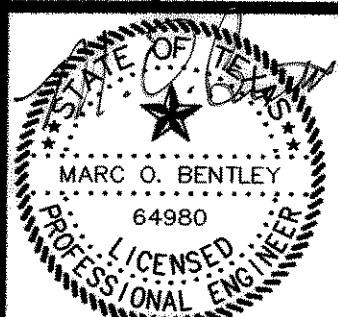
PAVING GENERAL NOTES

- Paving shall be as noted on the plans and as described below. The general guidelines for grading pavement areas shall be no slope greater than 1:14 in the parking lot spaces, drives (unless otherwise shown on the Grading Plan) and sidewalks no slope greater than 1:50 in the handicap parking area.
- Construction of the parking lot paving areas shall be: 6 inches portland cement concrete conforming to ASTM C-94 and have a minimum 28 day compressive strength of 3600 psi. Concrete shall be placed with a four inch slump plus or minus 1 inch as determined by ASTM C-143. Reinforce the concrete with #3, grade 60 ribbed steel bars. Space at 18 inches on center each way. Maximum aggregate size is 1.5 inches. Concrete should be manufactured and delivered in accordance with ASTM C 94; Standard specifications for ready mixed concrete. Concrete shall be 6 sack mix for machine finish and 6 1/2 sack mix for hand finish.
- Control joints shall be cut into the concrete paving in the parking lot area at 15 foot intervals. Joints are to be 1-1/2" deep. Cut joints the next day after the pour. Wash and clean pavement after sawcutting to remove all sluff mud. Chipped edges along the sawcut will not be accepted. Fill all joints with a baker rod and sealant.
- Joints should be continuous across the slab unless interrupted by full-depth premolded joint filler, and should extend completely.
- All control joints, construction joints and isolations joints shall be sealed completely before opening lot to traffic.
- Provide a premolded joint filler where concrete abuts building walls. Also wrap base of bollards with the same. Fill top of joint with sealant.
- Parking lot striping are to be painted yellow. Fire lane striping is to be painted red with white letters stating, "Fire Lane No Parking". Handicap symbols are painted blue with white trim. Loading zone, HC spaces and crosswalk are painted yellow.
- All exposed concrete paving, driveways and curbs are to receive a consistent, light and even finish before curing. Protect all work from inclement weather as well as protecting adjacent work from concrete spills, splashes and stains. Any work that is not acceptable to the Owner will be removed and replaced.
- The construction of all 4 inch concrete flatwork is typical to the 6 inch concrete paving including placement, reinforcement and finish. Control joints shall be hand tooled 1/4" wide and 3/4" deep and left unsealed. Joints are spaced on 4 foot centers.

NOTE: CITY DETAILS SHALL TAKE PRECEDENCE ON WORK WITHIN CITY R.O.W. AND EASEMENTS.

RECORD DRAWING

IMPROVEMENTS INDICATED ON THIS PLAN WHERE MADE IN ACCORDANCE WITH THE PROJECT PLANS & SPECIFICATIONS. THE DESIGN ENGINEER IS NOT AWARE OF ANY CHANGES TO THESE PLANS OTHER THAN THOSE SHOWN.
DATE: MARCH 20, 2002



THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY MARC O. BENTLEY, P.E. NO. 64980 ON 4/20/01

Scale: NONE
File Name: ALAMO
Date: JAN. 2001
Project No.: 20103
Designed: B.E.I.
Drawn: B.E.I.
Checked: M.O.B.